

DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration****Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236**

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236 as detailed below.

Block Signal Application (BS-AP)—No. 3458

Applicant: Duluth, Missabe and Iron Range Railway Company, Mr. D.B. Moore, Chief Engineer, Engineering Department, 329 Second Street, Proctor, Minnesota 55810-1091

The Duluth, Missabe and Iron Range Railway Company seeks approval of the proposed modification of the traffic control system, on the single main track, at Bridge 19A, near Milepost 18.2, between BN Saunders and Ambridge, Wisconsin, on the Missabe Division, Interstate Branch, consisting of the replacement of the existing DC coded track circuit with a wheel count-based trap circuit, over the steel decked bridge.

The reasons given for the proposed changes are that the insulated bridge pads are approaching the end of their useful life, and steadily increasing annual costs for maintenance and train delays associated with troubleshooting and repairs. The pads are only available from an Australian supplier and full scale replacement cost is estimated at \$65,000.

BS-AP-No. 3459

Applicant: CSX Transportation, Incorporated, Mr. R.M. Kadlick, Chief Engineer Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202

CSX Transportation, Incorporated seeks approval of the proposed modification of the automatic block and traffic control signal systems, on the single main track and siding, near Washington, Indiana, between milepost BC-169 and milepost BC-174, Illinois/Indiana Subdivisions, Louisville Service Lane, consisting of the discontinuance and removal of absolute control signals 3L, 3R, 5RA, and 5L and automatic block signals 1713A and 1714; installation of new automatic block signals 1718A, 1718B, and 1719 at W.E. Washington; and installation of a new absolute control signal 5L and power-

operated switch at the east end of Washington.

The reason given for the proposed changes is to eliminate facilities no longer needed in present day operation and increase operating efficiency.

BS-AP-No. 3460

Applicant: CSX Transportation, Incorporated, Mr. R.M. Kadlick, Chief Engineer Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202

CSX Transportation, Incorporated seeks approval of the proposed modification of the automatic block signal system, on the single main track and siding, near Rushville, Indiana, milepost BD-85.5, Indianapolis Subdivision, Louisville Division, consisting of the conversion of absolute control signal E2 to automatic signal 856; and discontinuance and removal of absolute control signals E1, W1, WA2, and WD2 associated with the previous removal of the N.K.P. railroad crossing at grade.

The reason given for the proposed changes is to eliminate facilities no longer needed in present day operation.

BS-AP-No. 3461

Applicant: Long Island Railroad, Mr. Frederick E. Smith, P.E., Chief Engineer, Hillside Maintenance Complex, 93-59 183 Street, Hollis, New York 11423

The Long Island Railroad seeks approval of the proposed modification to Brook and Van Interlockings, in Brooklyn, New York, consisting of the discontinuance and removal of Brook Interlocking Signals 12R, 8L, 14R, 10L, and A1, and Van Interlocking Signal 8R, associated with numerous signal aspect changes and installation of a new crossover switch at Brook Interlocking.

The reason given for the proposed changes is to modernize and upgrade the existing facilities.

BS-AP-No. 3462

Applicant: CSX Transportation, Incorporated, Mr. R.M. Kadlick, Chief Engineer Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202

CSX Transportation, Incorporated seeks approval of the proposed discontinuance and removal of the automatic block signal system, on the single main track and sidings, between Howell, milepost 00H-323.5 and Mount Vernon, milepost 00H-344.9, Indiana, St. Louis Subdivision, Chicago Service Lane, a distance of approximately 21 miles, operate exclusively by a Direct Traffic Control Block system, and provide for the installation of inoperative approach signals at Howell and the Mt. Vernon rail crossing at grade.

The reason given for the proposed changes is to eliminate facilities no longer needed in present day operation.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the Protestor in the proceeding. The original and two copies of the protest shall be filed with the Associate Administrator for Safety, FRA, 400 Seventh Street, S.W., Mail Stop 25, Washington, D.C. 20590 within 45 calendar days of the date of publication of this notice. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, D.C. on March 17, 1998.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

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DEPARTMENT OF TRANSPORTATION**Surface Transportation Board**

[STB Docket No. AB-57 (Sub-No. 40X)]

Soo Line Railroad Company; Abandonment Exemption; in Hennepin County, MN

On March 10, 1998, Soo Line Railroad Company, operating under the trade name Canadian Pacific Railway (Soo Line), filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon its line of railroad known as the Hiawatha/Cedar Avenue Wye, extending from milepost 423.59±, near the eastern edge of Cedar Avenue to mileposts 423.26± and 423.21±, respectively, near the eastern edge of Hiawatha Avenue, a total distance of approximately 1 mile, in Hennepin County, MN. The line traverses U.S. Postal Service Zip Code 55407, and includes the station of Minneapolis at milepost 423.

The line does not contain federally granted rights-of-way. Any documentation in Soo Line's possession will be made available promptly to those requesting it.